

City of Flagstaff **Active Transportation Master Plan**

PedBikeWays survey results

February 2018



1 Introduction

This report summarizes the results of a public survey conducted by the City of Flagstaff regarding the concept of Pedestrian Bicycle Superhighways, or PedBikeWays, as a potential walking and biking facility.

PedBikeWays are a potential series of linear corridors that accommodate comfortable and safe cross-town travel for pedestrians and bicyclists. PedBikeWays would be comprised of a variety of facilities, including FUTS trails, sidewalks, protected bikeways, and bike boulevards, as well as enhanced crossings and bridges or tunnels. They would function as alternatives to walking or riding on major roads, and provide a way to get around/through congested areas that are otherwise difficult or uncomfortable for peds and bikes.

Four potential PedBikeWays are identified in the survey: Milton, Downtown/Southside, Eastside, and Westside. These are shown on Map 2 on page 3, and described in detail in this series of interactive maps: arcg.is/1mznqb

The PedBikeWays survey was undertaken for several reasons:

- Introduce the concept of PedBikeWays to the public
- Gauge the level of interest and support for the concept
- Help refine plans for PedBikeWays by asking respondents which segments or features they think are most important, and if any additional facilities should be added to the plans.

The survey was hosted on the Flagstaff Community Forum web page (www.peakdemocracy.com/5793) from January 10 through February 16, 2018.

A total of 277 responses were submitted for the survey.

Prior to taking the survey, respondents were asked to review the interactive maps to make sure they were familiar with all four potential PedBikeWays. The first question in the survey required respondents to confirm that they had viewed the interactive maps and were familiar with the plan. If a respondent did not confirm, they were exited from the survey.

This is the sixth walking and biking-themed survey conducted by the City of Flagstaff in the past two years. Information collected in these surveys provides insight and background from the community for the City's [Active Transportation](#)

[Master Plan](#), which will function as a detailed guide to enhance walking, biking, and FUTS trails in Flagstaff.

Survey structure

This short survey comprised three sections:

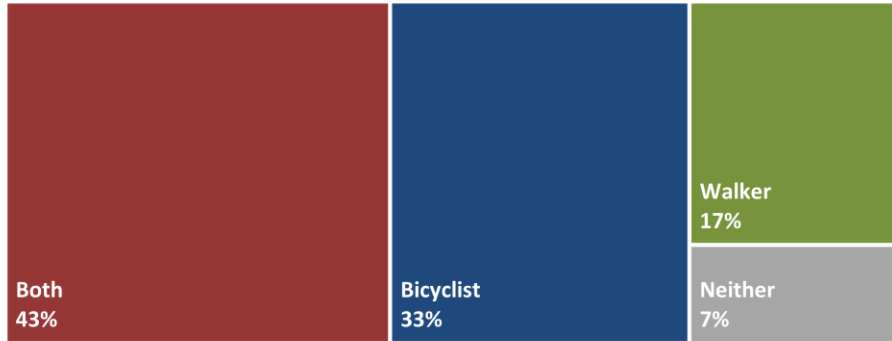
- For the first set of questions, respondents rated PedBikeWays based on how much they will improve walking and biking in Flagstaff. Ratings were given for the overall concept of PedBikeWays, as well as for each of the four planned PedBikeWays individually. Results from these questions are presented in [Section 3](#), beginning on page 5.
- The second part of the survey included two short-answer questions. One question asked if any individual features or segments included in the planned PedBikeWays were particularly important, and the second asked if there are any other features or segments that should be added. Responses to these questions are compiled in [Section 4](#) on page 9 and [Section 5](#) on page 13.
- Finally, an open-ended question provided space for respondents to share additional thoughts. Additional comments were submitted by 116 respondents; all of them are reproduced word-for-word in [Appendix A](#) beginning on page 15 at the end of this document.

Respondent information

In keeping with previous surveys, respondents were asked to indicate if they are a regular walker (more than a few times per month), regular bicyclist, both a regular walker and bicyclist, or neither. Like previous surveys, many respondents (117 total or 43 percent) are both, and only a small number (19 or 7 percent) are neither regular walkers nor bicyclists.

For this survey, more respondents are regular bicyclists than walkers (33 versus 17 percent). This may be because the concept of PedBikeWays, which favors cross-town travel for pedestrians and bicyclists over local access, may be more appealing to bicyclists.

1 Which statement best describes you



2 Map of potential PedBikeWays



2 Summary of results

- This survey regarding Pedestrian Bicycle Superhighways (PedBikeWays) was conducted by the City of Flagstaff in early 2018 and received 277 responses. The intent of the survey was to introduce and refine the concept of PedBikeWays, which are a series of potential linear corridors that accommodate comfortable and safe cross-town travel for pedestrians and bicyclists.
- Information collected in these surveys provides insight and reaction from the community for the City's [Active Transportation Master Plan](#), which will function as a detailed guide to enhance walking, biking, and FUTS trails in Flagstaff.
- Respondents believe that the concept of PedBikeWays hold significant potential for improving walking and biking. Almost 90 percent of respondents believe that PedBikeWays would make a “very substantial” or “substantial” improvement to walking and biking in Flagstaff.
- Respondents were also asked to individually rate each of the four PedBikeWays. Of the four, the Milton PedBikeWay is considered to have the greatest potential for improving walking and biking; more than 90 percent of respondents think it will have a very substantial or substantial improvement. The Downtown/ Southside and Westside PedBikeWays were also rated highly, with just under 80 percent of respondents each. Although the Eastside PedBikeWay was rated lowest of the four, two-thirds of respondents still consider that it would have a very substantial or substantial improvement for walking and biking.
- When asked about features that are particularly important, respondents indicated a clear preference for grade-separated bridges and tunnels. Out of 341 comments submitted regarding types of facilities, 233 comments – or almost 70 percent – were for bridges or tunnels.
- The six most-important features identified by survey participants are all bridges or tunnels, and with one exception they are all located near Downtown and the Southside:
 - A bridge over Milton Road between Butler and Malpais
 - A tunnel under Milton Road in the vicinity of University
 - A series of two tunnels under Route 66 and the BNSF tracks on the west edge of Downtown and the Southside
 - A tunnel under the BNSF tracks between Florence and Walnut
 - A bridge over Milton Road parallel to the BNSF tracks

3 How much do you think PedBikeWays would improve walking and biking in Flagstaff?

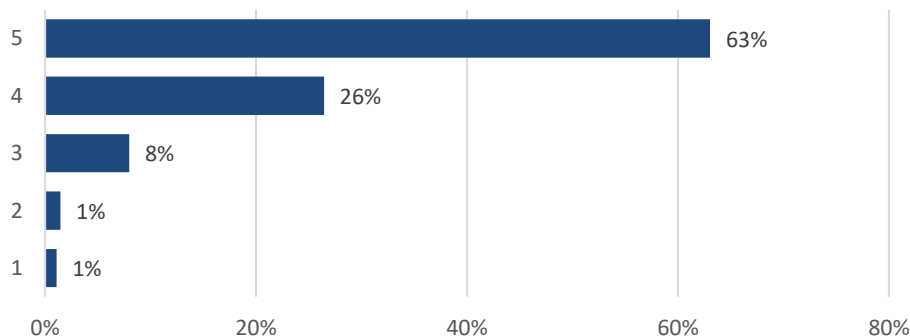
For this series of questions, respondents conveyed how much they think PedBikeWays would improve walking and biking in Flagstaff. Scores were given on a scale of 1 to 5:

- 5 Very substantial improvement
- 4 Substantial improvement
- 3 Modest improvement
- 2 Little improvement
- 1 No improvement

Overall concept

Scores for the overall concept are provided in Chart 3 below. In general, respondents believe that PedBikeWays hold significant potential for improving walking and biking. Almost two-thirds of respondents (63 percent) think they will provide a “very substantial improvement” and more than a quarter (26 percent) will provide a “substantial improvement.”

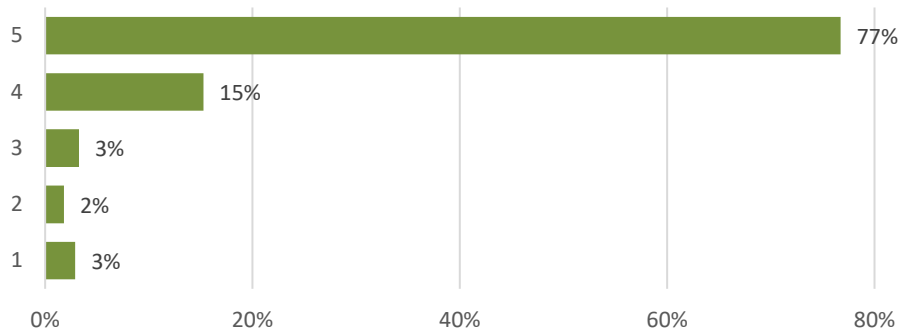
3 How much do you think PedBikeWays would improve walking and biking in Flagstaff



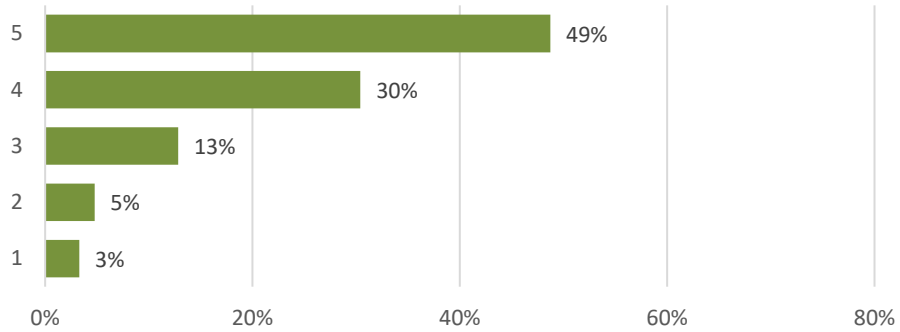
Individual PedBikeWays

Respondents were also asked to individually rate each of the four planned PedBikeWays: Milton, Downtown/Southside, Eastside, and Westside. Scores for each are presented in the four charts on the following pages.

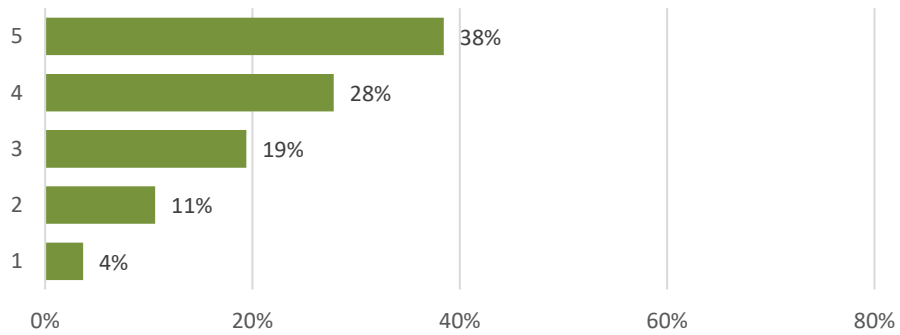
4 Milton PedBikeWay



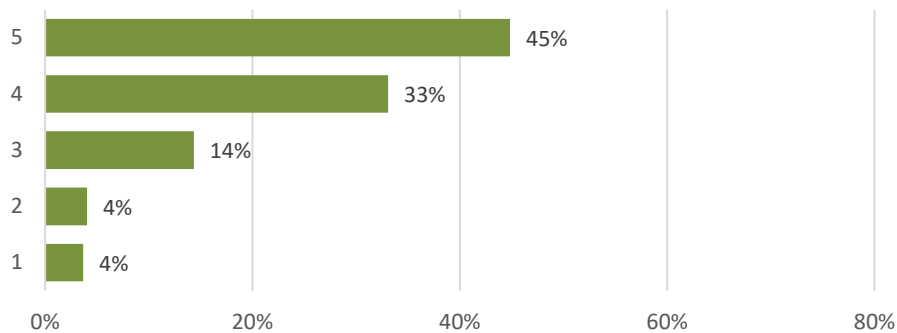
5 Downtown/Southside PedBikeWay



6 Eastside PedBikeWay



7 Westside PedBikeWay



Comparative results

This section summarizes all of the scoring results from the previous questions to allow comparisons in two ways: by the average score and by the combined percentage of 4 or 5 scores.

Average scores given are presented in Chart 8 below. Of the four PedBikeWays, Milton received the highest average score at 4.61 out of 5. Downtown/Southside and Westside were rated similarly, with average scores of 4.16 and 4.11 respectively.

Eastside was fourth with an average score of 3.87. Based on some of the submitted comments, the Eastside PedBikeWay may have been scored lower because a long section of it – the FUT along the south side of Route 66 – is already in place and functioning, while there are almost no facilities in place for the other three.

Overall, the concept of PedBikeWays was scored an average of 4.49 out of 5 in terms of its perceived potential to improve walking and biking.

8 Average score

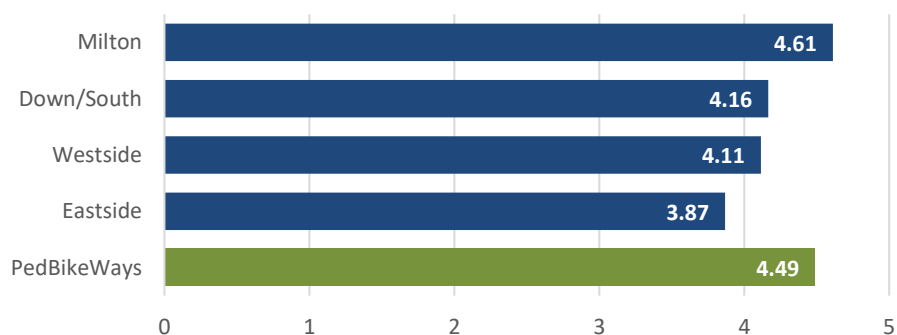
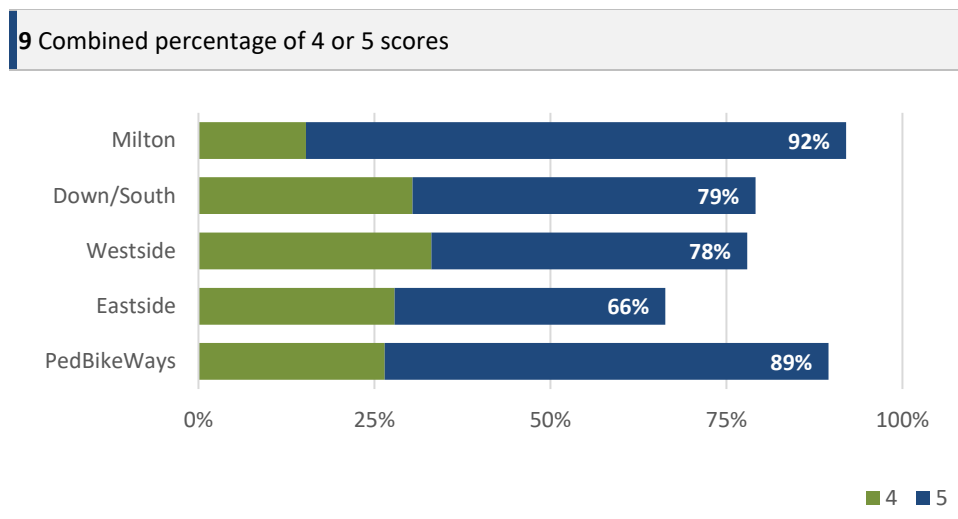


Chart 9 below shows the combined percentage of 4 and 5 scores. Again, the Milton PedBikeWay leads the way, with 92 percent of respondents believing it would provide a substantial or very substantial improvement to walking and biking in Flagstaff.

Downtown/Southside and Westside were again close, with combined percentages of 79 and 78 respectively. Eastside was fourth, although it is significant that two-thirds of respondents still believe that it will provide a substantial or very substantial improvement.

For the overall concept, almost nine in 10 respondents scored PedBikeWays as a 4 or 5 in terms of their potential enhancement of walking and biking.



4 Are there particular segments or features of the PedBikeWays that you think are particularly important?

This question asked if there are particular segments or features of the four PedBikeWays that are particularly important. Respondents were allowed to list multiple features, and were asked to be as specific as possible in their response.

In response to this question, 183 respondents submitted 521 different features. Responses are summarized in the next few pages in three ways:

- By specific feature
- By type of facility or crossing
- By PedBikeWay

By specific feature

Of the 521 responses to the question, 306 are specific and reference individual features at specific locations. The responses encompass 71 different features; however, most of these were listed by only a few respondents.

The six features that are listed on the most surveys are listed below in Table 10 and Chart 11, and their locations are depicted on Map 12.

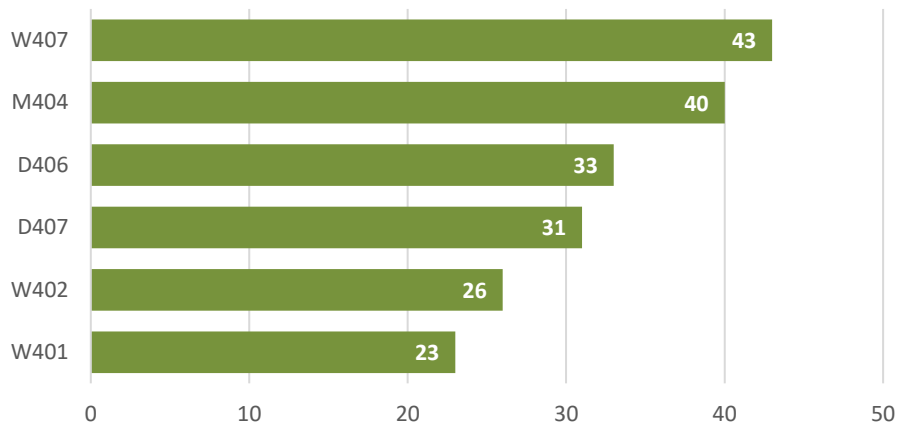
10 Most important features

<i>ID</i>	<i>Feature</i>	<i>Respondents</i>
W407	Bridge over Milton Rd between Malpais and Butler	43
M404	Tunnel under Milton Rd near University	40
D406	Tunnel under Route 66 along Rio de Flag	33
D407	Tunnel under BNSF tracks along Rio de Flag	31
W402	Tunnel under BNSF tracks at Florence/Walnut	26
W401	Bridge over Milton Rd north of BNSF tracks	23

There is a big numerical drop-off between these six features and the rest of the list. The bridge over Milton at the BNSF tracks, which ended up in sixth position on this list, was mentioned by 23 respondents. The next most frequently mentioned feature, which would be in seventh place overall, is included on only four surveys.

It is noteworthy that all six of the features on the list of most important features are grade-separated crossings, including two bridges and four tunnels. Additionally, all but one of the features (M404) are located in the vicinity of downtown Flagstaff or the Southside.

11 Most important features



12 Map of most important features



By type of facility or crossing

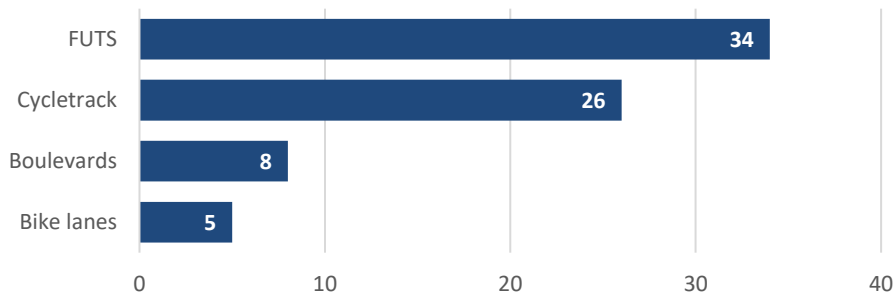
For this section, responses to the question of which features are particularly important are summarized based on type of facility. A total of 341 responses reference a particular facility type, including 73 linear facilities and 268 crossing types.

For linear facilities, those that provide the greatest separation from the roadway for pedestrians and bicyclists are mentioned most frequently. FUTS trails were mentioned in 34 of the 73 responses for linear facilities, and cycletracks are listed in 26.

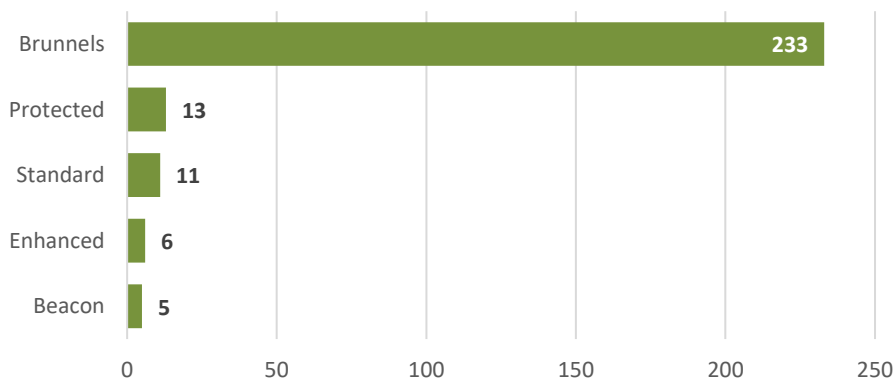
For crossing types, respondents' clear favorite is grade-separated bridges and tunnels (shorthand: brunnels) which garnered 233 out of 268 total comments.

Full results for linear facilities and crossing types are shown in Chart 13 and 14 below.

13 Most important features by linear facility type



14 Most important features by crossing type

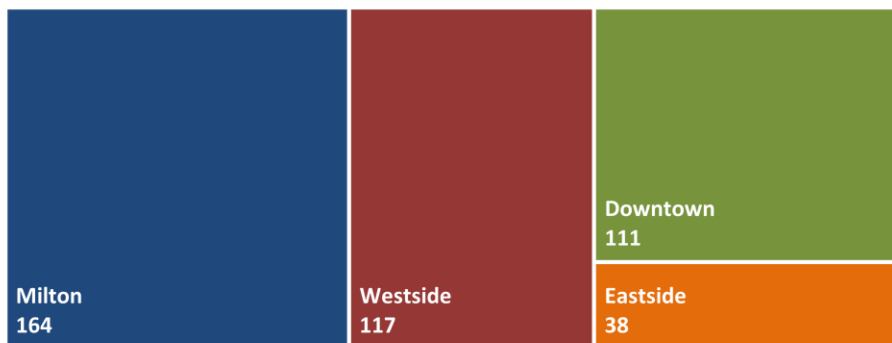


By PedBikeWay

Responses submitted for the question of which features are particularly important are tabulated here according to which PedBikeWay they are part of. Chart 15 depicts the number of responses received for each of the four PedBikeWays.

These results track closely with the results of the first scoring exercise. The Milton PedBikeWay garnered the most responses at 164. Westside and Downtown/Southside had similar numbers, and Eastside was fourth.

15 Most important features by PedBikeWay



5 Are there segments or features that should be added to the PedBikeWays as described in the interactive maps?

This section summarizes responses to a question that asked if there are segments or features that should be added to the PedBikeWays as described in the interactive maps. In response to this question, 110 respondents submitted 174 suggestions for segments or features that should be included in PedBikeWays.

A number of the suggestions made in response to this question are not directly related or proximate to the PedBikeWays depicted in the interactive maps. Instead, they reflect problem areas for pedestrians or bicyclists that are frequently brought up in other surveys and public engagement efforts.

Responses to this question can be separated into two categories – corridors and crossings. Missing corridors that were mentioned more than four times are listed below in Table 16. Crossing suggestions are included in Table 17 on the following page.

Corridors

16 Missing features - corridors

<i>Feature</i>	<i>Respondents</i>
Butler Avenue	14
Fourth St	11
Lone Tree Rd	10
McConnell Dr	7
Route 66 West	7
Leroux St	6
Route 66 East	5

- The two corridors that were mentioned by the most respondents- Butler Avenue with 14 and Lone Tree Road with 11 – both include multiple segments. Comments about Butler describe both the west end from Milton to Ponderosa, which is uncomfortable for many cyclists, and the east end from Ponderosa to Fourth, which is missing bike lanes. Comments about Fourth Street include the north end from Route 66 to Cedar and the south end from Route 66 to Butler.
- McConnell Drive comments address the section between Beulah and the NAU campus, which has inconsistent bike lanes and is missing sidewalk on the south side.

- There were also three suggestions received for the Santa Fe FUTS Trail, which could be considered as describing the same corridor as Route 66 West. Both describe the need for comfortable walking and biking facilities to serve existing and planned neighborhoods at the west end of Flagstaff.
- Six comments for Leroux Street suggest a PedBikeWay that extends from downtown to the hospital and beyond to neighborhoods to the north.

Crossings

17 Missing features – crossings

<i>Feature</i>	<i>Respondents</i>
Route 66 – general	8
Fort Valley/Forest	6
Route 66/Ponderosa Parkway	4
Milton Rd	3

- Eight comments concern crossings along Route 66, and in particular the difficulty in getting from the FUTS trail along the south side of Route 66 to connecting streets on the north side when one leg of the crossing is closed to pedestrian and bicyclists.
- Another four comments suggested a need for a grade-separated bridge or tunnel along the Route 66 FUTS trail at Ponderosa Parkway.
- Although it is not associated with any of the four PedBikeWays, six respondents called for crossing improvements at the intersection of Fort Valley Road and Forest Avenue. This crossing has been mentioned in previous surveys as a problem spot.

Appendix A: Additional comments

18 Use the space below for any additional comments you would like to share...

look at Santa Barbara and Davis, CA

When possible cycleways should be the goal where improvements are made. I believe these will keep cyclists safer and minimize car, bike, ped conflicts.

I commute by bicycle regularly (opting instead for Mountain Line occasionally); we are a family of four with only one car. The kids have plenty of extra-curriculars that demand a lot of taxi-ing around, so it is very helpful for me to be able to conveniently get to and from work without a car. It's a small thing, but it's something I really value about Flagstaff.

So, obviously, I like the idea of safer, more convenient biking options. And I don't have direct criticism of any of the proposed PedBikeWays. BUT, I really fear that an infrastructure redesign of this nature is WAY too little and WAY too late.

Best case scenario, how many people do we hope would utilize these resources? While the proposed PedBikeWays are clearly designed to entice NAU students to choose biking over driving, it is unrealistic to expect a significant proportion of students to do so. This project feels to me like an attempt to whitewash over the inevitable and massive traffic issues which will soon result from the rampant development of high density housing driven by (unverifiable) projections of NAU's growth. Even if NAU grows as quickly as Rita hopes, I don't believe a large percentage of students (coming from car-centric communities such as Phoenix and southern California) are as apt to leave their cars at home as predicted. And when it snows?

I find it frustrating to read in City of Flagstaff documents, such as the HOH Draft Plan, generalizations and/or assumptions about car ownership by students that rely solely on data provided by NAU (number of parking permits sold, etc.) but that ignore the undeniable reality visible in any of the student-dense neighborhoods near campus. Drive around Rio Homes, The Grove, the townhomes in Railroad Springs, the southside neighborhoods - at "home" after "home", you'll see cars overflowing every driveway, crowding streets, occupying yards, etc.

It is naive to rely on a single metric to project the number of vehicles students will bring; it is irresponsible to not plan IN ADVANCE for the consequences the addition of these vehicles will have on the already-insufficient infrastructure of Flagstaff.

So, like I said, I like these projects, but they will have only a minor impact on the major traffic issues Flagstaff will be facing in the very recent future.

Plan looks great! I currently use the Eastside as a bikeway for commuting 5 days/week.

This is a much needed project for Flagstaff. I had to move here because my husband got a job at NAU and I was disappointed with how car-centric Flagstaff is, despite looking walker/biker friendly on paper. Milton is especially bad! We actually just moved from Forest Meadows apartments to The Villages at Aspen Place so we wouldn't have to cross Milton anymore.

Lone Tree Trail

Lone Tree could be a primary north - south route between John Wesley Powell and Butler Ave.

The section of Lone Tree between Pine Knoll Dr and E Butler is particularly uncomfortable to bike. It at least needs to have a dedicated bike lane or separate bike path where possible.

I feel there should be more primary north - south primary routes to connect with the east-west routes.

My vision for trails in Flagstaff is to have a safe, comprehensive, interconnected, easy to access network of trails so that walkers and bikers can get from anywhere to anywhere in Flagstaff without conflicting with vehicular traffic.

I support any proposal for improving and expanding the existing FUTS network, as well as any efforts to make local pedestrian and cycling travel safer and more attractive to everyone. I also support Flagstaff Biking Organization's position.

Add in bike stations with pumps and simple tools.

Please do this sooner than later.

Flagstaff is an outdoor town. Most of the people I know like to get around by bike or on foot. I personally commute by bicycle nearly every weekday from Sunnyside to Woody Mountain Road. The traffic on Milton, Rt. 66, and BNSF create significant hazards for cyclists and pedestrians. I strongly encourage the implementation of this plan to encourage more people to bike and walk and to allow them to do it more safely.

I would like to see e-bikes allowed on the FUTS being used as part of this plan

(Also commented via email) Though it would take cooperation with Coconino County, some sort of bikeway from Kachina Village/Mountanaire to Flagstaff/NAU is very much needed.

I fully support this project and encourage rapid implementation for the benefit of the city citizens and visitors.

Two issues: 1) it is critical to separate bikes from cars. The city has widened bike lanes over the past decade, but ideally there needs to be some barrier or physical separation to increase safety (or at least the perception of safety). 2) Winter snow is an issue for bikers. These paths need to be cleared in the winter. FUTS is fine when weather is clear, but are useless when covered in snow.

Thank you!

Increase the presence of "Sharrow" markings on many streets. They increase awareness amongst both cyclists and motorists to be cautious and courteous.

I'd love to see some shared bus/bike lanes, especially along Milton.

thanks for asking!

This is a great step forward. While there may still be a need for the addition of other areas, for example Cheshire, Swiss Manor/Greenlaw, Lake Mary, etc. this is a great proposal.

For the benefit of those living in Timberline, Doney Park, Townsend-Winona, a cooperative effort with Coconino County to add bike lanes on 89 North and Townsend Winona is desirable. It's a huge improvement to commute safely through town, however, continuing your ride for another 3-5 miles on 89 is scary at best.

I would like to say that as an individual who does a lot of riding, and also a lot of traveling, Flagstaff has done a really wonderful job making our city and our forests accessible and safe for pedestrians and cyclists. Thank you for all that you do.

I am so excited to see this as a part of the transportation plan in Flagstaff!

I am not trying to be contrary, but I foresee this idea infringing on the automobile traffic in town. Yes, I get it. You are trying to get people out of automobiles in order to alleviate the auto congestion, but to me, it only complicates an already intolerable situation. Please build some alternative routes for cross-town traffic (complete the J.W. Powell Blvd to 4th St.; extend Lone Tree across the tracks to Rt. 66; Create a toll bypass from Flagstaff Ranch Rd. over to Highway 180; Widen Milton Road; Get rid of the idiotic one-way north/south streets like Beaver and San Francisco). Only then could we consider effective PedBikeWays.

I think the city already does a decent job being bike friendly. But Milton does need some attention. I'm not sure about Westside, as I don't bike there ever.

I walk and bike regularly (to work and home each day, as well as to other places like the gym, grocery, etc) and feel that this type of project is URGENT for Flagstaff given future trends in population growth, climate change and issues of peak resources (water, and especially oil).

I would use my bike more if I did not have to ride in traffic. I will not ride outside the neighborhood or use it for transportation because of the crazy traffic. this would be great!

I'm really glad that someone has planned these routes and enough people are interested to begin to move forward. The bike lanes have gotten much better in the last 17 years, but there is still room for improvement.

The proposed Phoenix Ave., Cottage Ave., Benton Ave., Butler Ave., and Dupont Ave. enhancements should be pursued; as this is high pedestrian/bicycle traffic corridor. As noted most of the improvements for the Eastside Ped/BikeWay are in place; the proposed enhancements should be pursued. The proposed Karen Cooper Trail and Tunnel (D407) would be convenient, but would not save much in a commute time; the cost for this project could not be justified if not part of the Rio de Flag flood control project.

Sections where bikes mingle with vehicles present too much risk. Better to do what is possible, as shown on the map, while acquiring more land to provide separated lanes for human-powered vs vehicles. I would approve of the chamber of commerce, developers, city services, taxpayers, et al., providing help to this effort, including support for obtaining additional easements and corridors to allow hard, physical barrier separation of vehicles from human-power lanes. This effort is an excellent addition to the FUTS

and the open space campaign. It will be beneficial to combine this effort with covered space for a bike exchange program.

I would try bicycling more with these kinds of improvements in place. Thank you for working on this plan.

When installing beacon crossings, please design them for bicyclists as well as pedestrians. Several existing beacon crossings (i.e. Sinclair Wash trail and Lone Tree Rd crossing) are well set up for pedestrians, but awkward on a bike because of tight corners and curbs with curbcuts in places that require you to ride in a zigzag. Keeping beacon crossings straight, with proper curbcuts and buttons that are easy to reach on a bike, will make these crossings better for bike commuters.

The plan looks incredible, but I would prioritize the Westside and Milton segments. Eastside already has the fantastic FUTS path paralleling Route 66 and the Downtown section doesn't seem as crucial as the other two.

This would be a fantastic improvement for our community! We have so many pedestrian and cycling commuters in Flagstaff. Not only would it encourage more participation, but it would make it safer. Safety is a huge issue!

These are all good ideas and would help reduce people being afraid to bike because of car traffic.

As a daily bike commuter, I am extremely excited to see all of these changes being considered. In my opinion, Flagstaff has a perfect climate to have a much better active commuting culture. With the increased concerns about traffic, widening roads, etc., there is no better answer to having a safer/healthier community than having more people actively commuting. I believe to make a significant change, it has to feel more convenient and safe to commute by bike/walking than by a vehicle. This project is a great step toward this! As mentioned earlier as well, it is important to consider Ebikes in this project. Ebikes allow more individuals of all ages and athletic abilities to take advantage of active commuting.

As a daily bike commuter, I am extremely excited to see these changes being considered. I believe Flagstaff has the perfect climate for active commuting nearly year-round. With the growing concerns regarding increasing traffic, widening roads, etc., there is no better solution to having a safer/healthier than increasing the number of people using active transportation on a daily basis. As mentioned earlier, it is important to consider Ebikes in this plan. Ebikes allow more people of various ages and athletic abilities to participate in active transportation. Very excited for what the future holds!

I love the proposal! I commute from Coconino Estates to NAU and use the FUTS, Beaver, and San Francisco. Would feel much safer to be off of the main downtown thoroughfares. I also think it's important to put some crossings on Milton.

I'm truly excited to see Flagstaff finally making moves to bring bicycling and walking in a positive direction as far as safety is concerned. Whenever I return from visiting the Netherlands I am saddened by what I have to come back to. I applaud what the city is doing and can hardly wait for it to happen!

Grade separated paths & crossings are long overdue. Any bike path that shares the same surface with cars and has no safety barrier to separate them is a recipe for disaster. Only a fool rides in the current bike lanes on South Milton or Route 66 (on the Eastside).

One thing I noted is the absence of any mention of the Hwy 89 & Smokerise intersection. This is the intersection that my family uses to get to the FUTS trail on Hwy 89. Most traffic coming out of Smokerise turns left (South) to head toward the main part of Flagstaff. With 2 left turn lanes, drivers frequently do not see bicyclists or pedestrians who are in the crosswalk (which is also on the south side). Safety would be greatly enhanced simply by adding a crosswalk on the North side of this intersection. The failure of this intersection to appear anywhere in the PedBikeWays maps is rather baffling to me.

One other thing - it seems to me that this kind of project is exactly what we SHOULD be using BBB tax funds for. I recognize that currently this is not possible, but I would really like to see the council look for a way to revise the existing ordinances so that this becomes possible.

THANK YOU for considering all of these great improvements - I run and ride all over Flag and consider our trails and PedBikeWays systems a huge quality of life feature.

Cycle tracks around the city would make cycling safer for both drivers and cyclists. They should be used as often as possible.

I like the general ideas presented in the interactive maps, but in general, these plans are weak and not aggressive enough. A successful per/bike superhighway system (or whatever it was you named it) should have continuous separation from traffic, especially in the Milton, Riordan, Beulah, Rt 66 corridors. Many of these existing routes seem to be on sidewalks or bike lanes that are immediately adjacent to very busy vehicular streets. We need stand-alone bikeways!

I live downtown and run from my house to the futs trails and ride my bike to work.

I applaud the city's intent and effort to enhance the walking and bicycling opportunities, and safety. Bravo!!

Walking is already relatively safe on the sidewalks, although I wish we had cameras to catch motorists driving through cross walks. An officer could at least go talk to heedless drivers. I don't bike much any more - it's just too dangerous. I was always amazed at how fast I could bike from downtown to the east side on the trail between 66 & the tracks. But biking north-south, say between downtown & the hospital, with the spotty bike lanes & huge trucks with enormous wing-spans, is patently unsafe. Would I bike more if it was less threatening? Probably not - too many close calls. But it would be great if the city would make it safer for the bicyclists who are still on the road.

Ongoing information campaigns to notify motorists that cyclists have the same rights on streets as motorists do and that any aggressive and or infractions to treating cyclists as if they werent cars could be cited as a moving violation under the motorist code/laws. Mainly that cars not need to be cutting off driving or making movements in an aggressive manner to cyclist and if seen by either local police or the sheriff's department they will be cited.

The city is going to be sued. It knows the liability of the designed and has decided to pay out a lawsuit instead of install protection for its citizens.

I think the City should turn most (if not all) bikeways into Cycletracks that are physically separate from roads, in order to increase rider safety and traffic speed.

Thank you so much for this study. It would be wonderful if these pathways were added to the city. It is even more important to add these connections given that this is a university town and there is so much student housing that has been and is being added to the city. You need convenient non-motorized connections to the university, to town shopping and services. Again thank you. I hope this will come to fruition.

The plans for developing PedBikeWays in Flagstaff is an excellent concept and should make biking and walking much easier in the city. This will allow more people to consider alternate transportation aside from cars and will make the city more liveable and enhance the quality of life.

Overall I want to thank you for your work to date and how far these facilities have come! You're doing a great job!

I appreciate how far this program has come, but I don't want to deter that there's still a long way to go. I hope that we can readjust fiscal priorities to better service Flagstaff.

I think all the proposed PedBikeWays look great and would certainly improve my daily biking experience. Additionally, I think that added peace of mind that these protected PedBikeWays provide significantly lower the barrier for novice cyclists.

Making the town more bike friendly is such a good thing. So many benefits!

This is a wonderful plan. Changes and enhancements in the past have sometimes been half-baked, so to speak. Bike lanes end abruptly, cyclists and pedestrians are put in direct conflict with one another, and changes put cyclist at more, not less, risk. Please please continue to seek comment from pedestrian and cyclist groups as much as possible, to avoid these issues.

so glad to see this happening. This fits in with addressing climate change. the safer and easier it is to walk or bike in town the more people will do it. Designated routes paralleling our main arteries and with the designated access points are great.

I would also be very supportive of the extension from Blackbird Roost to Flag Ranch. This would make a cross-town bike commute viable. If I could only pick one however, it would be the Eastside route.

Most of the key areas are addressed. I think it would be very helpful to add information about security features. Some of the Ped-Bike highways I've ridden in different cities are notorious for safety issues and there were regular patrols to minimize criminal activity.

ANY measure that eases cycling/walking along and across Milton would be an improvement. The more the better.

Several sections of FUTS trails provide useful commuting routes during dry weather, only to become muddy and unusable during wet weather.

These bikeways will fix the very worst problems for cyclists right now. It will transform the biking experience in Flagstaff. It's a great start.

We are an area that can have lots of snow and ice. It is difficult to get around when we have these conditions. I just don't think spending the money for biking and walking is a good use of the funds. We don't even have enough infrastructure to move cars.

These plans give me great hope for the future of Flagstaff's transportation.

I love this plan! Anything you can do to get folks out of their cars and walking or biking will help with climate change and traffic congestion. Kudos to you for working on this and developing this fun and comprehensive plan!

I used to live in Albuquerque and would bike commute to work. I am afraid to bike in Flagstaff because of the lack of separation between autos and bikes. The difference is that Albuquerque has bike trails that follow their arroyo drainage ditches and are completely separated from auto traffic except at major intersections, which are crossed perpendicularly to the street. A similar setup in Flagstaff would help bike commuters immensely.

I used to live in Albuquerque and would bike commute to work. I am afraid to use the streets and bike paths in Flagstaff due to the lack of separation between auto traffic and bikes. In Albuquerque, there is a vast system of paths that follow their arroyo drainage ditches, completely separated from traffic except at major intersections, which are crossed perpendicular to auto traffic. I feel very unsafe biking in Flagstaff to the point that I don't do it.

It is fabulous to see this planning effort move forward! The proposed plan is *so much* more thoughtful and effective than that half-hearted "afterthought" bike/walking access that has historically been evident in our city's transportation planning. Even if it didn't all get done right away, having an attractive, comprehensive vision is a huge step forward! Well done!

I used to be a regular biker and still bike sometimes, but have come to prefer walking in recent years because it feels like the Flagstaff traffic has gotten more dangerous. There seem to be more cars and more distracted drivers on the road all the time. This is especially true since the recent closure / construction on Beaver Street (I live near the hospital). There are even locations that are scary for walking (i.e. crossing Hwy 180 near Columbus / Havasupai Roads and crossing Milton anywhere that there isn't a stoplight) because of the number of distracted drivers and people who are unfamiliar with the geography of Flagstaff (e.g. tourists).

This is a wonderful idea. It will cause a huge reduction in traffic, carbon emissions, it'll promote a healthier lifestyle and allow so many more people to be able to bike to work who normally wouldn't want to ride on those busy roads or sidewalks. This will only further cement Flagstaff's push for being a top recreational town.

Thank you for this great work.

The proposed sections are great! I think W04 is least needed. Humphrey' st section (D06) is close enough.

Bikeways are nice. I am glad Flagstaff is working on this. I would prefer a bus route through University Heights.

The Milton segment is particularly an exciting one and I'd be curious how the PedBikeWays will balance access and safety/separation, especially since there are quite a few commercial destinations along that corridor.

Butler has bike lanes but they are unprotected from high-speed traffic and fill with ice & cinders in winter. Please consider Butler also.

Please consider patterns of winter shade that result in ice on the bike lanes. For new bike routes, try to minimize winter shading.

In general, access points to campus need improvements, but it looks like a good of good proposed changes. Any improvements would be very welcome!

I almost cried when I saw the plans for these PedBikeWays. This would be so amazing. We have tried to bike with our kids into and around town on a regular basis during summer, but we have had many scary experiences that made us feel that it was not safe, so we stopped. These PedBikeWays would allow us to enjoy Flag with our family by bike again and would greatly improve the quality of life in this town. We could also commute by bike much more easily allowing us to stay healthy, save some money, and enjoy Flagstaff that much more.

The paved 2 lane cycletracks are the best choice when possible. They provide a safe corridor for multiple users traveling at different speeds and provide a more recreation friendly concept than typical sidewalks. They are much safer than simple bike lanes which are just part of the road corridor.

Woodlands Village crossings have no warning system and a insufficient pedestrian area in the center of the road. This area near the WalMart has a large amount of out of area visitors and should be signed in a way that people who are looking for way finding signs should not have to also look out for pedestrians. With the addition of student housing and apartments in this area there has been an influx in pedestrian traffic. The connection of protected pedestrian areas should increase. The current bike lanes are insufficient and terrifyingly narrow. Road cyclists (this area is a connection for Lake Mary Road rides) are frequently run off the road- but also do not belong on the sidewalks. Plaza shopping area is a constant connection for students to the shopping areas on the west side of the street. Improving this for bike and pedestrian crossing is necessary. East bound Plaza Way traffic that turns south onto Milton frequently puts Milton crossing pedestrians in harms way. This is an extremely unsafe crossing area.

I am a very regular walker, a runner, a run and bike commuter. Within a year of being here I am extremely familiar with all of these trails and connections. Alternative commuting has and is a passion in my life that I have worked to improve infrastructure on in many of the places I have lived before. I am interested in knowing what else I can do in the future to aid in Flagstaff's pedestrian and bikeway improvements.

Bikes and pedestrians don't mix. Cars and bikes don't mix. Pedestrians and cars don't mix. Until we have drivers who aren't texting, or brushing their teeth, etc. cars are a problem. Until we convince bike riders that they need to follow the rules of the road and that they aren't god-like, bike riders are problematic. Pedestrians are always the odd ones out. These lanes will only make cranky Flagstaff car drivers resent bike riders even more, and many bike riders will eschew the bike lanes so they can ride fast. Can you tell I'm a bike rider who was struck by another bike rider, and that my pedestrian mom was struck by an elderly driver and died immediately? There may be a solution out there, but these bike lanes are expensive. Riding a bike in Flagstaff

I am scared to ride my bike in this town for fear of getting hit by a car. I've been yelled at while on my bike by motorists. It is scary here.

I am a teacher and every year do several "biking field trips" around town with my class. I would love to be able to get around with kids (23 of them) without always being super stressed near traffic. I would to have a bike/ped system that would show the students and parents that they can safely bike from their homes to school safely once getting to the main thorough fare. We would then have a future generation that would feel safe

riding bikes around town, and I feel that it would promote more healthy lifestyles for both young and old.

All of this capital expenditure is made worthless all winter if the city does not maintain it. Today the city makes no effort to remove snow or cinders from bike lanes, forcing bicycle traffic into car lanes. Before spending money on new infrastructure the city should demonstrate a commitment to clearing the existing infrastructure.

I prefer tunnels under Milton rather than bridges over Milton due to the beautiful view of the peaks. (Don't block the view with bridges).

The dual purpose lanes (bike boulevard?) with markings for bicycle and car traffic sound awful. That is basically a road without a bike lane, and I would be very concerned to ride one.

I'm really happy to see Flagstaff be an Arizona leader in bike/ped safety.

One of the potential problems for Cycletracks on or near NAU will be pedestrians, mostly students, that will be crossing the pedbikeway between classes - heads down looking and listening to their phones. Currently, cycling through campus at a class change time requires running a gauntlet of pedestrians, and skateboarders, who are heading for the next class by the shortest route and, mostly, only concentrating on their path and not on cyclists who are legitimately on the bike path.

There should be a better way to cross Milton that is efficient and safe

I am so in support of this plan! Improved safety for cyclists, pedestrians, and drivers; improved long-term sustainability and decreased carbon footprint for Flagstaff; and investing in BikePedWays, as shown in other communities such as Portland, OR, should have the long-term effect of reducing traffic congestion.

finish the FUTS from Switzer to Downtown please...the trees are marked, get to it before the markings are faded and blown away, thus wasting previous work.

Thank you for this effort! It would encourage me to bike much more often than I do.

I think the execution of all of the PedBikeWays will be a huge step forward for bike transit in Flagstaff. What can we do to move this plan forward?

I'm all for sustainable transportation but the attitude of students (especially) and city cyclists makes me glad I drive an SUV. Cyclists are routinely seen with headphones on, not holding their handlebars, even texting while moving. NAU needs to be brought into the conversation since students are often the offenders. Keep bikes out of downtown's narrow streets!

Thank you thank you. As a frequent bike commuter, I often feel I am taking my life into my hands negotiating across Milton and the railroad tracks.

I would ride my bike more often if it was safe. I do not think it is safe right now

It would be nice to connect the Foxglenn/Country Club area into the bikeways. Currently, there are either very narrow or no bike lanes on 4th street from Butler to the north side of the I-40 overpass, and along Butler between I-40 and Sinagua Heights. This makes it quite dangerous to try to ride a bike or walk out of Foxglenn to the north or west.

I'd like to complete the above sections in detail, but without the map readily available I can't remember much detail. Sorry. Survey not that effective having to remember sections and ID numbers.

I think this is the best idea I've seen in years! I'd like to bike more in town, but I'm terrified of the traffic.

I was a regular bicyclist until I was hit by a car while crossing Butler (at D411). I am excited to see these proposed improvements and looking forward to getting back on my bike and enjoying safer bike corridors.

The more protected bike ways the better. If bikeways are on roads and not protected - please make them wide enough that folks of all skill levels feel safe using them.

I'd love these all to be implemented and perhaps with signs easily visible to shorten learning curve for visitors and newcomers, so that people felt comfortable to jump right in to use them.

If I have to take another one of these surveys where any realistic or meaningful change is skirted by vague excuses citing traffic safety or efficiency, I am going to start overseeing 'incidents' involving cars. I was told by the City's engineers that the only way to alter anything in a roadway is if it has recorded 3 accidents, leading me to question the sanity of all planning processes.

I am very pleased that the planning has progressed to this level. Gotta think big now, most of the easy stuff has been done, and it all leads to the need for a major interconnected ped/bike hub solution in the Downtown and Southside area and the coordination and partnership with all public and private capital projects in that area.

I use the bike route along east 66, and find that there are several street crossings which could be improved, either with signage or some other mechanism to alert cars to bike route crossings.

Mostly concerned about implementation support, costs & priorities. Will they be supported by city leaders & planners and MONEY?

Not sure how soon all the underpasses and bridges near downtown will be implemented, see above. Seems like a lot of projects and it took us long enough just to get the ramp under the RR at Milton/Rt 66.

Butler - Curious why this street--from ponderosa to NAU isn't proposed for improvements.

you surely are aware of milton.

The 66 bike lane is sorely in need of repair.

What is the source of funding? Somehow the "we vs. them" attitude needs to be addressed....education of drivers and cyclists with regard to roadway rights of way and the fact that cyclists are not targets. And, of course the 10,000 pound elephant, vehicle traffic. Improved walking, biking routes will help our sense of place, now and in the future but unless, until our traffic issues are attended to, this is a lovely effort but does little to resolve the larger community issue of traffic. What about designated parking lots for vehicles whose drivers can or wish to ride in downtown and or campus areas. Park and ride your bike lots.

The more bike-friendly and walker-friendly we can make Flagstaff, the better! With the wonderful weather we have for most of the year, this is one of the easiest ways to keep our citizens fit, reduce traffic issues, and decrease the cost of commuting! Thank you to those who are organizing this!

Why are we spending money on this instead of other traffic reducing infrastructure? Who will this help? Will these improvements create more bicyclists? Meanwhile Milton is backed up all day, every day. This infrastructure money should go towards relieving the increasing traffic related issues which will create more room and safer conditions for bicyclists.

In addition to providing better infrastructure for pedestrians and cyclists, there ought to be more functional bike racks available in the downtown area (or any other area that bike commuters would need to leave their bikes for extended periods). The possible implementation of some water fountains (where possible) would also be a nice feature.

Bike routs through Sunnyside would be nice.

I do hope that you're not planning to zotz a shizzton of parking spaces to accomplish this, as the parking situation continues to suck mightily. With very careful planning, this could be an excellent upgrade to the mess that is trying to get around in a city that's gotten way too big. Hopefully, large mistakes that were made in the restoration of downtown, where so many parking spaces were eliminated for silly reasons, can be avoided in this project. Hopefully. Let's hope.

Does the work on this include any cost-benefit analysis? How much is this going to cost vs how many people will it move? Can we afford this or can we afford to not do this - has that been asked?

These improvements are extremely important to enable efficient and safe passage through the downtown and Milton corridors via bicycle or walking. Thank you for proposing such a system.

It would be good to have PedBikeWays available all the way up to Woody Mountain Road for all the Gore associates commuting

Just to note that I have to select "not a regular walker or bicyclist", but this is because commute options are so poor. Given the ability, I would love to walk/bike places instead of driving or taking the bus.

Think like Europe. Non motorized pedestrian travel is essential to a vibrant, safe, and efficient community.

Please keep in mind that when the trails go out of public view or are obscured it will likely attract vagrants. When that happens it will make it a less attractive route from a personal safety standpoint. So please don't do that.

Separation is important. I was reading of this subject on the west coast and some went so far as to use the concrete dividers used to separate travel lanes from construction areas.

I am not a pro-growth person, though even if we "locked the doors" to Flagstaff, we like babies! So future considerations must include more people and projects like this can save millions of dollars and that PHX feel that the bumper stickers warn against!

I checked "regular walker" below; right now I'm nothing other than tired from sleep

deprivation, but have walked from Mobile Haven to Frys for groceries and can still feel the "good morning" & "beautiful smiles" with "have a good day"!

I am so grateful for a council who will work to keep Flagstaff a place to live rather than just a place to make money.
